

Agenda

Economy and Environment Overview and Scrutiny Panel

Friday, 13 May 2022, 10.00 am
County Hall, Worcester

All County Councillors are invited to attend and participate

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DISCLOSING INTERESTS

There are now 2 types of interests:
'Disclosable pecuniary interests' and **'other disclosable interests'**

WHAT IS A 'DISCLOSABLE PECUNIARY INTEREST' (DPI)?

- Any **employment**, office, trade or vocation carried on for profit or gain
- **Sponsorship** by a 3rd party of your member or election expenses
- Any **contract** for goods, services or works between the Council and you, a firm where you are a partner/director, or company in which you hold shares
- Interests in **land** in Worcestershire (including licence to occupy for a month or longer)
- **Shares** etc (with either a total nominal value above £25,000 or 1% of the total issued share capital) in companies with a place of business or land in Worcestershire.

NB Your DPIs include the interests of your spouse/partner as well as you

WHAT MUST I DO WITH A DPI?

- **Register** it within 28 days and
- **Declare** it where you have a DPI in a matter at a particular meeting
 - you must **not participate** and you **must withdraw**.

NB It is a criminal offence to participate in matters in which you have a DPI

WHAT ABOUT 'OTHER DISCLOSABLE INTERESTS'?

- No need to register them but
- You must **declare** them at a particular meeting where:
You/your family/person or body with whom you are associated have a **pecuniary interest** in or **close connection** with the matter under discussion.

WHAT ABOUT MEMBERSHIP OF ANOTHER AUTHORITY OR PUBLIC BODY?

You will not normally even need to declare this as an interest. The only exception is where the conflict of interest is so significant it is seen as likely to prejudice your judgement of the public interest.

DO I HAVE TO WITHDRAW IF I HAVE A DISCLOSABLE INTEREST WHICH ISN'T A DPI?

Not normally. You must withdraw only if it:

- affects your **pecuniary interests OR** relates to a **planning or regulatory** matter
- **AND** it is seen as likely to **prejudice your judgement** of the public interest.

DON'T FORGET

- If you have a disclosable interest at a meeting you must **disclose both its existence and nature** – 'as noted/recorded' is insufficient
- **Declarations must relate to specific business** on the agenda
 - General scattergun declarations are not needed and achieve little
- Breaches of most of the **DPI provisions** are now **criminal offences** which may be referred to the police which can on conviction by a court lead to fines up to £5,000 and disqualification up to 5 years
- Formal **dispensation** in respect of interests can be sought in appropriate cases.

Economy and Environment Overview and Scrutiny Panel Friday, 13 May 2022, 10.00 am, County Hall, Worcester

Membership

Councillors:

Cllr Alastair Adams (Chairman), Cllr Karen Hanks (Vice Chairman), Cllr Bob Brookes, Cllr Allah Ditta, Cllr Beverley Nielsen, Cllr Aled Luckman, Cllr Tony Muir, Cllr Jack Satterthwaite, Cllr Emma Stokes and Cllr Craig Warhurst

Agenda

Item No	Subject	Page No
1	Apologies and Welcome	
2	Declarations of Interest and of any Party Whip	
3	Public Participation Members of the public wishing to take part should notify the Assistant Director for Legal and Governance in writing or by e-mail indicating both the nature and content of their proposed participation no later than 9.00am on the working day before the meeting (in this case 12 May 2022). Further details are available on the Council's website. Enquiries can also be made through the telephone number/e-mail address listed in this agenda and on the website.	
4	Confirmation of the Minutes of the previous meeting Previously circulated.	
5	Refresh of the Scrutiny Work Programme 2022-23 (Indicative timing 10.05 – 10.25am)	1 - 4
6	Update on Walking and Cycling in Worcestershire (Indicative timing 10.25 – 11.05am)	5 - 18
7	Cutting Congestion Programme (Indicative timings 11.05 – 11.45am)	19 - 22
8	Road Safety and Reduction of Speeding by Use of Built Highways Infrastructure (Indicative timings 11.45am – 12.25pm)	23 - 32

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All the above reports and supporting information can be accessed via the [Council's Website](#)

Date of Issue: Thursday, 5 May 2022

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ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL 13 MAY 2022

REFRESH OF THE SCRUTINY WORK PROGRAMME 2022/23

Summary

1. The Economy and Environment Overview and Scrutiny Panel is being asked to consider suggestions for its 2022/23 Work Programme prior to it being submitted to Council for approval.

Background

2. The Panel routinely reviews its work programme at each meeting to consider which issues should be investigated as a priority.
3. In addition, on an annual basis, the rolling annual Work Programme for Overview and Scrutiny is approved by Council. The current Work Programme was agreed by OSPB on 21 July and was approved by Council on 9 September 2021.

Scrutiny Work Programme 2022/23

4. The Scrutiny Work Programme for 2022/23 is now being refreshed. Panel Members and other stakeholders have been invited to suggest topics for future scrutiny.
5. The suggestions are detailed on the draft Work Programme (attached at Appendix 1).
6. Members are asked to consider the draft Work Programme and agree the Panel's priorities for 2022/23. Issues should be prioritised by using the scrutiny feasibility criteria agreed by OSPB.

Feasibility Criteria

7. The criteria (listed below) will help to determine the scrutiny programme. A topic does not need to meet all of these criteria to be scrutinised, but they are intended as a guide for prioritisation.

- Is the issue a priority area for the Council?
- Is it a key issue for local people?
- Will it be practicable to implement the outcomes of the scrutiny?
- Are improvements for local people likely?
- Does it examine a poor performing service?
- Will it result in improvements to the way the Council operates?
- Is it related to new Government guidance or legislation?

8. The Overview and Scrutiny Performance Board will receive feedback on the Panels' discussions and agree the final scrutiny work programme at its 25 May meeting. Council will be asked to agree the Work Programme at its meeting on 14 July.

Remit of the Panel

9. The Economy and Environment Overview and Scrutiny Panel is responsible for scrutiny of:

- Economy
- Environment
- Highways
- Infrastructure

Dates of Future Meetings

- 11 July 2022 at 2pm
- 9 September 2022 at 10am
- 8 November 2022 at 10am

Purpose of the Meeting

10. The Panel is asked to consider and prioritise the draft 2022/23 Work Programme and consider whether it would wish to make any amendments. The Panel will wish to retain the flexibility to take into account any urgent issues which may arise.

Supporting Information

- Appendix 1 – Economy and Environment Overview and Scrutiny Panel Draft Work Programme 2022/23

Contact Points

Alison Spall/Alyson Grice, Overview and Scrutiny Officers, Tel: 01905 844607/01905 844962

Email: scrutiny@worcestershire.gov.uk

Background Papers

In the opinion of the proper officer (in this case the Assistant Director for Legal and Governance) the following are the background papers relating to the subject matter of this report:

- [Agenda and minutes of OSPB on 21 July 2021](#)
- [Agenda and minutes of Council on 9 September 2021](#)

All Agendas and Minutes are available on the Council's website: [weblink to Agendas and Minutes](#)

Economy and Environment Overview and Scrutiny Panel

Date of Meeting	Issue for Scrutiny	Date of Last Report	Notes/Follow-up Action
13 May 2022	Cycling and Walking Infrastructure	9 November 2020	Annual update requested
	Congestion		Requested by Panel 19 July 2021
	Road Safety and Reduction of speeding by use of built highways infrastructure		Requested by Panel 19 July 2021
	Review of Scrutiny Work Programme		
Possible Future Items			
11 July 2022	An update on the Council's Work and Role in Tackling Climate Change (Council 16/05/19), including monitoring progress against the new goal of being carbon neutral by 2050	4 August 2020	
	Waste Contract		
	Performance (Q4 January to March) and Year End Budget Monitoring		
9 September 2022	Update on the Gullies Interactive Map and improvements and other forms of communication between Highways, Councillors and residents.		Requested by Panel 20 January 2022
	Broadband Annual Update	20 September 2021	
	Performance (Q1 April to June) and In-Year Budget Monitoring		

8 November 2022	Update on buses, including update on Bus Service Improvement Plan, Community Transport and Demand Responsive Transport (Bromsgrove Pilot)		Requested by Chairman April 2022
	Performance (Q2 July to September) and In-Year Budget Monitoring		
	Budget Scrutiny 2023/24 – Task Group		
January 2023	Highways Innovations		Requested by Panel 19 July 2021
	Update on the local economy and what the Council is doing to help businesses recover and grow	20 September 2021	Update in 12 months requested
Standing Items			
March/July/ Sept/Nov	Budget and In-year performance monitoring		
November/January	Budget Scrutiny Process		
	Broadband Annual Update		
	Flood Risk Management Annual Report		

ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

13 MAY 2022

UPDATE ON WALKING AND CYCLING IN WORCESTERSHIRE

Summary

1. The Panel will receive an update on developments relating to Walking and Cycling Schemes in Worcestershire as part of its work programme. The Panel last reviewed active travel in November 2020 and has requested an update to include delivery of schemes.
2. The Cabinet Member with Responsibility for Highways and Transport and the Assistant Directors of the Economy and Infrastructure Directorate have been invited to the meeting.

Background

3. The Panel reviewed active travel in Worcestershire in both June and November 2020, including information on changes to Government policy and a table of schemes with status updates.
4. Government Policy remains as outlined in November 2020, and is set out in Gear Change; A Bold Vision for Walking and Cycling outlined in its 4 themes:
 - a. Better streets for cycling and walking
 - b. Cycling and walking at the heart of decision making
 - c. Empowering and encouraging local authorities
 - d. Enabling people to cycle and protecting them when they do
5. This is supported by Cycling Infrastructure Design Local Transport Note (LTN) 1/20 which provides guidance on delivering high quality cycle infrastructure based on the following overarching principles:
 - e. Coherent
 - f. Direct
 - g. Safe
 - h. Comfortable and convenient
6. In January 2022, the Department of Transport commissioned a new executive agency which will be responsible for improving standards of cycling and walking infrastructure in England. The agency, Active Travel England, will formally commence work in summer 2022. In addition to work on standards, it is also expected to be a statutory consultee on planning applications as well as acting as a support mechanism to local authorities and an 'auditing body' reviewing the standard of new infrastructure to ensure it meets the principles of design and policy set out in LTN 1/20.

7. Funding for walking and cycling continues to be drawn together from multiple sources, including developer contributions (Section 106), member capital funds, specific grants and from other bodies such as Parish Councils.

8. During the financial year 2021/22 the Council secured additional funding from the Department for Transport Capability Fund for a project officer to develop Local Cycling and Walking Infrastructure Plans (LCWIP) and project development. These plans set out, at a strategic level, the network of walking and cycling routes in a town, connecting to key trip attractors.

Walking and Cycling Scheme Update

9. A summary of schemes that are in development, delivery or complete is detailed in Appendix 1.

10. A number of significant schemes are being developed and delivered for walking and cycling including:

- a) Hampton Bridge, Evesham. This scheme will provide a new pedestrian and cycle bridge over the river Avon to link the communities of Hampton and Evesham. This provides a more direct route for commuting, retail or leisure across the river into the town, avoiding the lengthy diversion to Abbey Bridge.
- b) Kepax Bridge, Worcester. This new walking and cycling bridge will provide an additional link across the River Severn from Ghulevelt Park across to Hallow Road across the open space of the former Kepax landfill. Following the grant of planning permission in 2021, some early works have commenced on site prior to the main works commencing later in 2022.
- c) Broomhall Way bridge over the Southern Link Road opened in July 2021, providing additional connectivity between the existing communities of Worcester and St. Peters and Norton in time for the new development at South Worcester Urban extension.
- d) The package of measures funded through the (Emergency) Active Travel Fund have all been delivered with schemes in Redditch, Worcester and Kidderminster.
- e) The (Emergency) Active Travel Fund also supported the delivery of the walking and cycling routes which form part of the Pershore Infrastructure Improvement Scheme including routes along Wyre Road and the Northern Link Road.
- f) Worcester Towns Fund bid includes a package of active travel to deliver:
 - a. Improvements to the Worcester and Birmingham Canal towpath, linking Diglis to Sixways
 - b. Improvements to Worcester riverside between Diglis and St Marks Close
 - c. Links to RonkswoodSubject to final approval of the business case, the County Council will deliver these on behalf of Worcester City Council.
- g) The National Productivity Investment Fund package of routes in Bromsgrove has been completed and all routes delivered.
- h) Further routes have been delivered in Bromsgrove as part of the early works packages of the A38 Bromsgrove Route Enhancement Programme (A38 BREP) including additional crossing and shared use cycle and walking route

to South Bromsgrove High School. A further package of routes is proposed as part of the A38 BREP improvements.

- i) Walking and cycling routes from Powick and Kempsey were included in the Levelling Up Fund round 1 submission to Government in 2021 providing connectivity to Shrub Hill railway station and Worcester city centre. Unfortunately, this bid was unsuccessful, however a round 2 bid is currently in development to include walking and cycling.
- j) Kidderminster Towns Fund; canal tow path improvements proposed to enhance the user experience on this route for walkers and cyclists.

11. In addition, a series of smaller schemes are being developed and delivered funded from Section 106 agreements. New housing development is also expected to deliver walking and cycling facilities within the developments themselves. This can be in the form of shared routes such as Norton Farm in Bromsgrove or separate dedicated routes such as a request for the upgrade of an informal path along the east side of River Stour providing off-road connectivity from the development site (Former Carpets of Worth) to a supermarket.

12. The Council continues to monitor rates of cycling in the county. Appendix 2 provides an update on cycling rates in the County between 2020 and 2022 with the national rates published by the DfT for comparison.

Public Right of Way Improvement Project

13. The additional capital funding for the Public Right of Way Improvement Project has allowed the Public Rights of Way Team to make substantial improvements to the wider Public Rights of Way network. Some highlights to date include:

- During 2021/22 almost 4,000 defect and enforcement reports were resolved around twice pre-covid levels;
- Installation of 1,800 roadside signs and waymarking improvements which help to identify paths and providing users greater confidence;
- Repair or replacement of over 100 timber bridges;
- Refurbishment of a small number of larger structures, such as the historical cast iron Austcliffe Bridge, built in 1782, in Wolverley and Cookley (due to be completed end of May);
- £200,000 investment in re-surfacing urban “A routes” public rights of way, delivered by Ringway alongside the Footway Programme.”

Purpose of the Meeting

14. The Panel is asked to:

- consider and comment on the latest information on walking and cycling
- note the status of walking and cycling projects
- determine whether any further information or scrutiny is required at this stage and agree any comments to highlight to the Cabinet Member.

Supporting Information

Appendix 1 – Walking and Cycling Scheme Update
Appendix 2 – Worcestershire Cycling Data 2020-2022

Contact Points

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Email: EBarker@worcestershire.gov.uk

Background Papers

In the opinion of the proper officer (in this case the Assistant Director for Legal and Governance) the following are the background papers relating to the subject matter of this report:

Agenda and Minutes of the Economy and Environment Overview and Scrutiny Panel on 19 June and 9 November 2020. [agenda and minutes](#)

[All agendas and minutes are available on the Council's website here.](#)

Appendix 1: Walking and Cycling Scheme Update

Active Travel Schemes (formerly Emergency Active Travel Scheme) Progress

Scheme	Brief Description	Current status (feasibility, development, delivery, complete)	Notes
Phase 2 £649 200			
Pershore; Wyre Road	A part of the delivery of the new highway infrastructure in Pershore	In construction – Anticipated completion June 2022	
Redditch; Arrow Valley Active Travel Corridor	Targeted works to enhance the capacity - widening approx. 100m of shared use path at the north end of Arrow Valley Lake.	Complete February 2022	
Worcester; Diglis to Sixways Canal Towpath	Towpath widening. Creation of wild flower verges.	In construction – Anticipated completion May 2022	Further funding for this project included within the Worcester Town Investment Programme
Wyre Forest; Stourport to Kidderminster	Surfacing and upgrading well used canal tow path walking and cycling route	In construction – Anticipated completion May 2022	Further funding for this project included in successful Wyre Forest LUF bid.

Revenue Funding 2021/22

Scheme	Brief Description	Current status (feasibility, development, delivery, complete)	Notes
DfT Capability Fund Active Travel Revenue Fund	£50k bid to recruit a Sustainable Travel Officer. The role will focus on the development of Local Cycle Walking and Infrastructure Plans (LCWIPs).	Funding awarded	Advert to recruit is currently live.

DfT Capital Funding 2021/2022

Scheme	Brief Description	Current status (feasibility, development, delivery, complete)	Notes
Worcester to Malvern ATC Phase 2 – Powick Centre to Malvern, Newland.	To conduct feasibility and design work for the second stage of this active travel corridor ahead of future bidding opportunities for construction	Awaiting the outcome of the bid.	Bid submitted to the DfT Active Travel Capital Fund July, 2021 Awaiting outcome
Westlands Roundabout, Droitwich.	Pedestrian crossings	Awaiting the outcome of the bid	Bid submitted to the DfT Active Travel Capital Fund July, 2021 Awaiting outcome

New cycle infrastructure delivered between October 2020 - March 2022

Scheme	Brief Description	Current status (feasibility, development, delivery, complete)	Notes
Cycle stands, Badsey	Cycle parking close to Parish allotments	Complete October 2020	
Extension to NCN 442 and NCN41	Signing extended to Honeybourne, Pebworth and Bretforton.	Complete October 2020	
Redditch to Bromsgrove	Creation of local cycle route LCN 24, commuter connectivity to Bromsgrove Railways Station via Alcester Rd to Finstall Tutnall going east to Redditch.	Complete October 2020	
Bromsgrove NPIF	Norton Farm to town centre – signing and lining	Complete November 2020	
Bromsgrove NPIF Link 3	Signing and lining NCN5 Finstall Rd to Town Centre	Complete November 2020	

Scheme	Brief Description	Current status (feasibility, development, delivery, complete)	Notes
Bromsgrove NPIF Link 4	Signing and lining LCN 23 at Oakhalls to NCN5 Link 3	Completed November 2020	
Bromsgrove NPIF Link 5	Signing and lining, LCN 22 and alternative town centre connection via link 7 and Old Station Rd	Completed November 2020	
Bromsgrove NPIF Link 7	Signing and lining – LCN 22 and alternative connection to links 5 & 8	Completed December 2021	
Bromsgrove NPIF Link 8	Signing and lining LCN2 Pig Alley, Charford Rd connecting link 5 and link 7 to link 8	Completed December 2021	
Old Road – Worcester	Surfacing improvements, connecting to Powick walk/cycle bridge	Complete November 2020	
Charford Rd cycle route	Addition of footway widening and signing to accommodate off road shared use route		
Cycle Parking Stands – Bromsgrove NPIF	Approx. 100 stands to be installed across NPIF network	Complete January 2021	
Bike racks in Pershore	Installation of 3 bollard bike racks in Pershore		
Crookbarrow Way Signing	Cycle signing scheme at Crookbarrow Way and Broomhall Way	May 2021	
Badsey scoot scheme	Dropped kerbs to accommodate scooting to Badsey First School.	July 2021	
Abbey Lane Evesham	Resurfacing, signing and lining to accommodate shared use	Complete June 2021	
Cycle Route extension	Honeybourne to Pebworth & Bretforton, signage and lining	Complete July 2021	
Bridge widening – Pig Alley, Bromsgrove (NPIF)	Bridge widening with localised footpath widening to accommodate shared use and link up with recently upgraded Pig Alley via NPIF funding	Complete July 2021	

Scheme	Brief Description	Current status (feasibility, development, delivery, complete)	Notes
NCN41 cycle route	St Davids Rd and St Margarets Rd, Evesham – footway widening to accommodate shared use		

Upcoming Infrastructure April 2022 to March 2024

Scheme	Brief Description	Current status (feasibility, development, delivery, complete)	Notes
Slingpool Walk to St Johns, Worcester	Widening of Slingpool Walk and new cycle route linking St.Johns Worcester	Feasibility, possible 2023 delivery	Land acquisition with multiple parties
Segregated cycle path	New Rd Worcester	Delivery Late May 2022	Delayed from 2020 due to COVID 19 and social distancing requirements
Upland Grove Park Bromsgrove Link	New Shared use cycle path between LCN1 and Norton Farm Development	Delivery 2022	
South Littleton to Blackminster	Creation of a shared use path, linking Blackminster Middle School	Delivery August 2022	Awaiting confirmation of final funding stream.
NCN41 St Margarets Road - Evesham	Footway widening to accommodate shared use	In development – anticipated delivery June 2022	Land purchase underway
NCN41 Honeysuckle Close - Evesham	Footway widening to accommodate shared use	In development – anticipated delivery June 2022	Negotiations between WCC and WDC in relation to ongoing maintenance
ATC – Powick Hams to Malvern	Creation of a cycle link between Powick and Malvern (Newlands)	In feasibility with Sustrans	This route will need to be delivered in line with the latest government design guidelines LTN1/20. Obstacles such as “Powick gyratory” and limited footway widths may require significant, bold design work.
ATC – Worcester to Ketch	Creation of a cohesive cycle link between Diglis Bridge and Ketch roundabout.	2 of the 3 sections are in design. Phase 1 - Diglis Bridge to St Marks Close Phase 2 - Ostier Close to Dace Rd Phase 3 - Dace Rd to Ketch roundabout	Phase 1 has secure funding from Worcester Towns Fund allocation. Phase 2 has secure funding from PROW £0.5m funding 21/22 Phase 3 will be included in the Shrub Hill LUF bid. This section of the route will need to be

Scheme	Brief Description	Current status (feasibility, development, delivery, complete)	Notes
			delivered in line with the latest government design guidelines LTN1/20.
ATC – Ketch to Kempsey	Creation of a cycle link between Kempsey and Worcester City	In feasibility with Sustrans	Construction funds will be sought within the Shrub Hill LUF bid.
ATC – Bewdley to Wyre Forest	Proposed link to connect Bewdley Town Centre with Wyre Forest	In feasibility	Land ownership issues, alignment passes through Site of Special Scientific Interest land.
Worcester Towns Fund – Ronkswood £744,000	To improve existing walking and cycling connectivity between Spetchley Rd and Lyppard Grange. By widening off road route to accommodate shared use and introducing a new Toucan Crossing along Woodgreen Drive	In feasibility delivery between 2022 - 2024	Funding secured as part of Worcester Towns Fund allocation.
Worcester Towns Fund – Diglis to Sixways £465,000	To improve the canal towpath. To accommodate shared use by widening and creating improved connectivity.	In feasibility delivery between 2022 - 2024	Funding secured as part of Worcester Towns Fund allocation.
Worcester Towns Fund – Diglis Bridge to St Marks Close £186,000	To improve the existing Severn Way alignment by widening and introducing a sealed surface up to 3m wide and upgrading the bridge over Duck Brook.	In feasibility delivery between 2022 - 2024	Funding secured as part of Worcester Towns Fund allocation.
Toucan Crossing	Blackpole / Cotswold Rd to upgrade existing signals to a Toucan Crossing facility which will provide onward connectivity to the canal tow path and Brickfields area.	In feasibility	
Worcester to St Johns ATC	Development of an ATC to support walking and cycling between Worcester and St Johns is currently underway.	In feasibility	
Wyre Forest Levelling Up Fund - £766,000	Widening of the canal towpath between Parkbutts Ringway to Falling Sands bridge	In feasibility - delivery between 2022 - 2024	

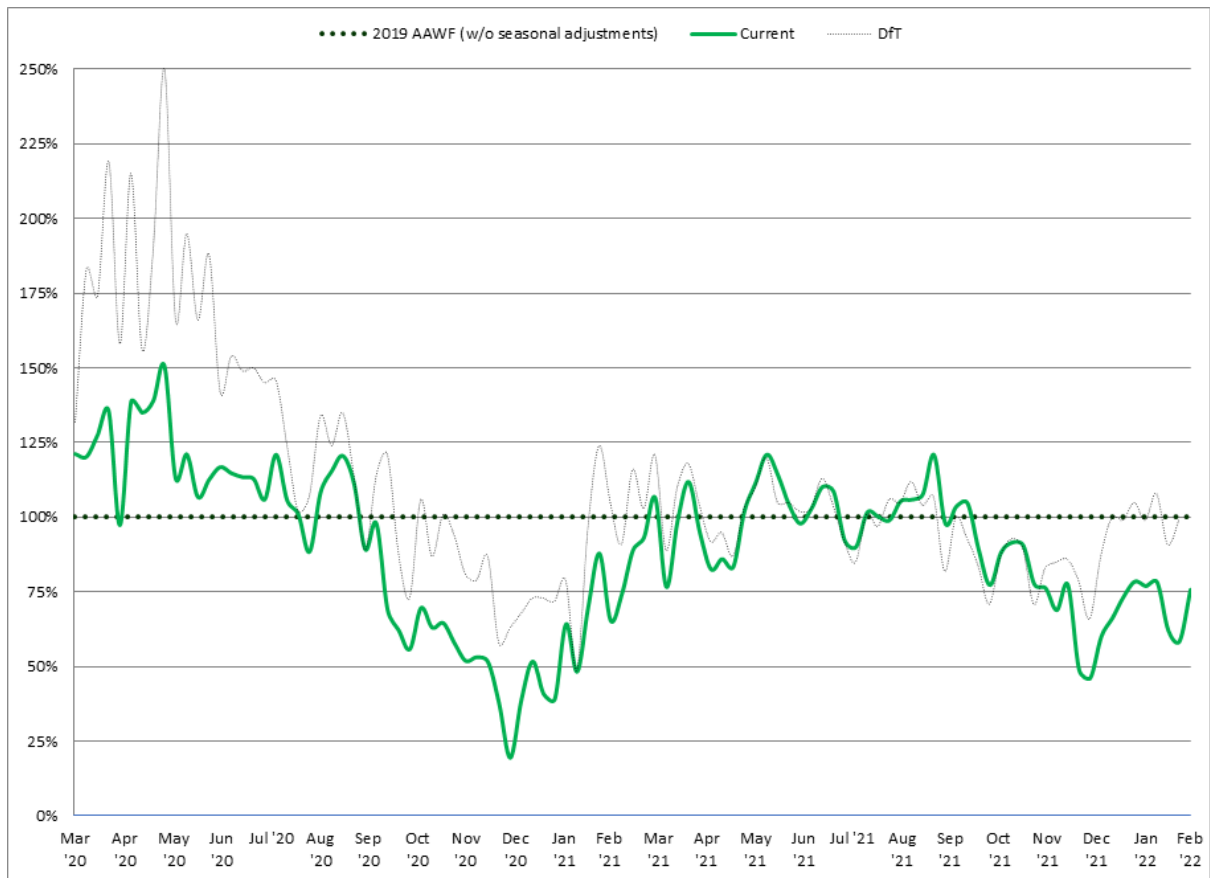
Scheme	Brief Description	Current status (feasibility, development, delivery, complete)	Notes
Kepax Bridge	Planning permission granted, construction to commence 2022		

Active Travel Revenue Schemes 2021/ 22

Scheme	Brief Description	Current status (feasibility, development, delivery, complete)	Notes
Evesham LCWIP	Active travel plan for Evesham	Draft document prepared; internal consultation complete. External consultation summer 2022	We are currently working with DfT Living Streets who are providing LCWIP support. They are reviewing the draft version and will offer up any ideas on improvements that can be made.

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Appendix 2: Worcestershire Cycling Data 2020-2022



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ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL 13 MAY 2022

CUTTING CONGESTION PROGRAMME

Summary

1. The Panel will receive an update on schemes that have been delivered or are in feasibility, design or construction stages, to help reduce Congestion across the County.
2. The Cabinet Member with Responsibility for Highways and Transport and the Strategic Director for Economy and Infrastructure have been invited to the meeting.

Background

3. At its meeting on 8 May 2019, the Panel received a report about Progress with Reducing Congestion and how to Improve Getting Around Worcestershire. At this time, £5m from the 2017/18 budget had been added to by the successful securing of National Productivity Investment Funding (NPIF) of £6.7m from April 2018 for works in Worcester City and Bromsgrove Town.
4. In February 2019, following further investigation into the 4 sites named for improvement by the Council (A38/A4104 Upton-upon-Severn, Hoobrook – Kidderminster, Port Street, Evesham and Parkside, Bromsgrove), an additional budget of £5m was allocated to the above schemes, to create a specific Worcestershire County Council £10m funding stream (plus the NPIF funding).
5. The congestion schemes outlined at Paragraph 4 are derived from Local Transport Plan 4 (LTP4), adopted in 2017 following public consultation, which sets the policy direction for investment in transport in the County, including both strategic corridors and specific junction schemes. It informs priorities for the development of the business case for the individual schemes, alongside Infrastructure Delivery Plans which form part of district Local Plans, which identify the mitigation required to offset the impact of development. For these schemes developer contributions (Section 106) funding will be sought from the relevant developments.

Worcester City NPIF Schemes

6. Since the report in May 2019, the Council has successfully delivered the three main scheme improvements across the City, as well as the completion of the A44 signal corridor enhancement, through a combination of the original £5m Congestion and £3.2m NPIF funding. These are detailed in Appendix 1 – Section 1.

Bromsgrove NPIF Schemes

7. The two year £3.428m NPIF funded programme of works for Bromsgrove Town reported on in May 2019, has now been successfully completed.

8. Following the initial investigations into route audits of the main nine cycle and walking links across the Town, the Council was able to prioritise dropped crossings, enhanced street lighting, carriageway patching, footway widening and route signing needed as part of these improvements.

9. Alongside these important improvements to the walking and cycling networks, there were three further larger improvements to carry out around the Town centre. These are detailed in Appendix 1 – Section 2.

Original Cutting Congestion Funded Schemes

10. Other works across the County, funded by the original £5m Congestion funding from April 2017 are detailed in Appendix 1 – Section 3.

Specific £10m Cutting Congestion Funded Schemes

11. As detailed above, when the additional £5m Budget was agreed back in February 2019, there were 4 specific locations detailed, progress on these schemes is set out below.

12. A38/A4104 Upton on Severn – the project to install a 4-arm roundabout gained planning consent in February 2021. Construction is well underway and the project is on schedule to complete later this year.

13. A449/A442 Hoobrook, Kidderminster – following the introduction of the A4420 Hoobrook link road, and further local changes to the dual carriageway north of the roundabout in May 2018, a project to reduce congestion at the roundabout was completed earlier this year. The scheme, which involved enlarging of the roundabout along with signalisation of the three A class approaches to manage the heavy and varying flows of the A449 and A442, has been widely received and welcomed as a success by the public who use it.

14. Port Street, Evesham – this 3-armed signalised junction south of the town and river consisted of dated signal infrastructure, substandard lane widths, uncontrolled crossings and poor efficiency. With the introduction of upgraded technology, widened traffic lanes from the west, a new two-phase integrated signal-controlled crossing (and the associated public realm works carried out in conjunction with these works), the junction now functions more efficiently in this constrained site, with the aesthetic of the public realm works encouraging more active pedestrian usage.

15. A448 Parkside, Bromsgrove – this busy town centre signalised junction is constrained by a listed wall, large mature trees and buildings to two corners, making substantial change difficult to achieve. However, with this fund and Section 106 monies, the Council will be carrying out works to make the junction more efficient for motorised and pedestrian users through the use of modern signal technology. The scheme is scheduled to commence in Summer 2022.

Future Congestion schemes

16. A456/B4195 Stourport Road, Bewdley – A scheme to improve the A456 Bewdley By-pass junction is due to commence in Autumn 2022.

S106 funding opportunities

17. Section 106 funding opportunities, to mitigate the impacts of new development, have been identified which will enable the Council to bring forward proposals for certain known locations. Subsequent to finding the right solutions, additional funding would then be sought to construct and complete the schemes. Examples of these are detailed in Appendix 1 – Section 4.

18. Whilst not an exhaustive list, this highlights some of the key schemes which are being developed to offset the impact of development and deliver significant highway benefits. These schemes align with the aspirations of Local Transport Plan 4.

Purpose of the Meeting

19. The Panel is asked to:

- note the progress of the schemes detailed above
- consider and comment on the information provided
- determine whether any further information or scrutiny is required at this stage and agree any comments to highlight to the Cabinet Member.

Supporting Information

Appendix 1 – Summary of Schemes/Projects (to follow)

Specific Contact Points for this report

Alyson Grice/Alison Spall, Overview and Scrutiny Officers Tel: 01905 844962/846607
Email: scrutiny@worcestershire.gov.uk

Background Papers

In the opinion of the proper officer (in this case the Assistant Director for Legal and Governance) the following are the background papers relating to the subject matter of this report:

Agenda and Minutes of the Economy and Environment Overview and Scrutiny Panel – May 2019 [Agenda and Minutes](#)

Worcestershire County Council Local Transport Plan - [Local Transport Plan \(LTP\) | Worcestershire County Council](#)

[All agendas and minutes are available on the Council's website here.](#)

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ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL 13 MAY 2022

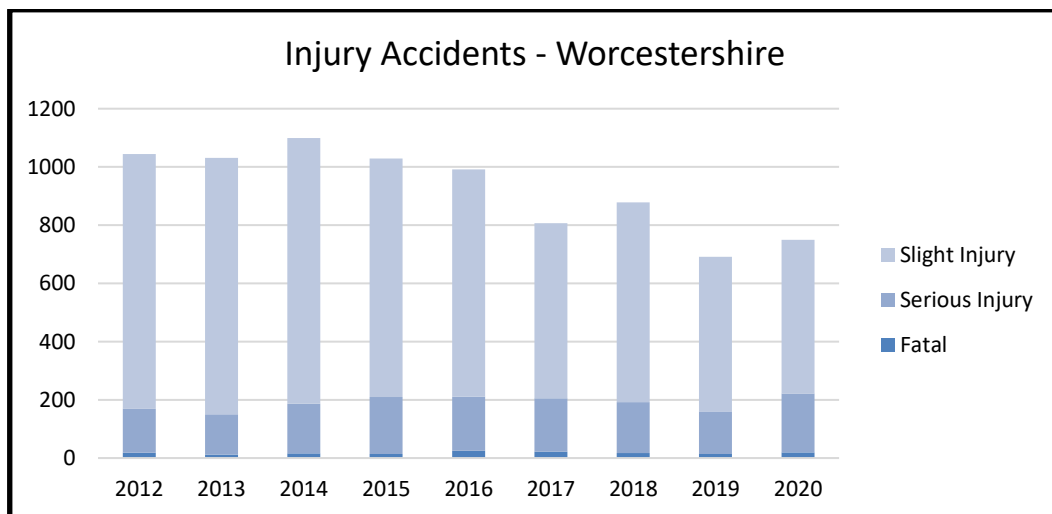
ROAD SAFETY AND REDUCTION OF SPEEDING BY USE OF BUILT HIGHWAYS INFRASTRUCTURE

Summary

1. The Panel has requested an update on Traffic Calming following consideration of this issue by the Panel in July 2019.
2. The Cabinet Member with Responsibility for Highways and Transport and Senior Officers from the Council's Directorate of Economy and Infrastructure have been invited to attend the meeting.

Background

3. Detailed analysis of police reported accidents provide the basis for road safety highway improvements. Recent years have seen a reduction in overall accident numbers in Worcestershire and across the country due to the reduction in road travel during the Coronavirus Pandemic.



4. Worcestershire is in the best performing quartile for local highway authorities regarding accident rate per million vehicle miles travelled (low rate).
5. Road traffic accident prevention is a priority for Worcestershire County Council.
6. Road safety investment is based primarily on casualty accident reduction. The road safety highway improvement programme prioritises schemes which can reduce casualty accidents, with weighting given to the more vulnerable road users, such as pedestrians and cyclists.

7. Accident spots are identified through cluster site analysis which looks at sites where a number of accidents have occurred. The top ten locations across Worcestershire have five or more injury accidents within the last three years. A detailed review of each location is undertaken, including causation factors, and environmental and highway characteristics to determine the potential for road safety engineering improvement.

8. In addition to analysis on accident cluster sites, Worcestershire County Council's (the Council) Road Safety team also carries out route reviews to identify the collision rate of road links and routes, measured in accidents per million vehicle miles travelled.

9. The Road Safety team focuses on Police reported accidents as they operate a formal reporting process which provides a sound evidence base. However, concerns raised by communities through their Local Member are investigated to determine highway improvement measures, which are then assessed to reduce the potential for road traffic accidents.

10. There are a wide range of safety improvement measures including:

- Highway maintenance works
- New lighting
- Revised road geometry
- Vehicle restraint barriers
- Traffic signal control
- New signing and lining
- New pedestrian and cycling facilities
- Vehicle activated warning signs
- Education, Training and Publicity (Directorate for People)
- Speed enforcement (West Mercia Police)
- Traffic Calming

11. In addition to the improvements which are directly led by the Road Safety and Traffic Management teams, the Council's Road Safety Engineers provide input into other areas of Worcestershire highways including:

- accident studies to business case and preliminary design of major schemes
- the design and construction of all highway improvement schemes through a very comprehensive road safety auditing process
- response to planning applications
- the maintenance programme for road surface condition with respect to skid resistance

12. Examples of recent schemes identified through Accident Studies and progressed through the Casualty Reduction Capital Programme are:

- Middlepiece Drive junction with Blackstitch Lane cluster site. Mini roundabout junction improvement. +3 years after monitoring shows a very successful reduction in casualty accident rate.
- A442 at Curslow Lane junction cluster site. Junction improvement including visibility and warning signage.

- B4090/B4092 Edgioake Lane staggered crossroads cluster site. Junction improvement including visibility, warning signage and skid resistance.
- A456 junction at Clows Top killed/serious injury accident investigation. Junction improvement including visibility, warning and skid resistance
- A4117 junction with A456 Callow Hill Bewdley emerging accident cluster junction turning movement
- Houndsfield Lane/ Lea Green Wythall crossroads casualty accident investigation. Junction improvement including visibility and warning signage
- Frankley Hill Lane, Frankley casualty accident investigation
- Pulley Lane, Droitwich casualty accident investigation. Carriageway alignment improvements, bend warning signage and skid resistance
- A422 route Baughton to Cookhill casualty accident route accident rate. Bend and carriageway alignment improvements through signage, marker posts, lining and skid resistance
- New Road, Rubery casualty accident cluster site. Pedestrian safety improvements.
- A44 Whittington Road outside Whittington Hall: Killed or seriously injured accident investigation. Improvements to shared use path.
- Sutton Park Rd junction with A451 killed or seriously injured accident investigation. Pedestrian improvements
- A435 Becketts Farm to M42 J3 killed or seriously injured accident investigation. Detailed design stage. Improved visibility and signage to Fuel Filling Station and speed limit reduction

13. Examples of schemes promoted through alternative funding source (not casualty accident sites)

- Charford Road, Bromsgrove traffic calming speed cushions
- Broad Street, Bromsgrove traffic calming
- A456 Blakedown Footway widening and lining/signing modifications scheme to improve safety for children and crossing patrol
- Franche Road, Wolverley signing and line marking scheme to raise profile of school/crossing
- Feckenham localised narrowings to reduce speeds on B4090
- Belbroughton Road, Blakedown localised narrowings to reduce vehicular speeds
- Salters Lane, Redditch signing and lining improvements for uncontrolled crossing.
- Matchborough Way, Redditch speed cushions to improve safety outside school
- Wilden Lane, Stourport, visual traffic calming to reduce speeds outside school
- Church Lane, Woodbury Lane, Norton visual narrowing and cycle symbols
- Summerhill Avenue, Kidderminster improved markings and signs in response to damage only collisions.
- Eight new zebra crossing installations in last three years

14. Traffic calming, by reinforcing speed limits, can reduce the potential and severity of injury accidents and is particularly relevant as a measure for reducing injury accidents to pedestrians and cyclists.

15. In considering a traffic calming scheme, a review of the casualty accident data and the traffic flow data including volume, vehicle types and speed is required.

16. In addition to improving road safety, traffic calming may be assessed as being appropriate at a location where there is evidence of community severance due to traffic and increased walking and cycling activity.

Traffic Calming Features available

Transverse Bar Markings

17. The markings are prescribed in the Traffic Signs Regulation and General Directions 2016 and can only be used in very specific conditions, which are:



- They are to be laid on a one-way approach to a roundabout
- There is at least 3 km in advance of the site, with no major intersections or bends
- The road is subject to the national speed limit of 70 mph
- The collision record for the roundabout includes at least three collisions involving personal injury during the preceding three years, in which speed on the relevant approach was a contributory factor.



Road Humps

18. These are not used to slow traffic only to maintain lower speeds once within the traffic calmed zone. They must be accompanied by features that ensure a safe approach speed prior to the run of humps. They are not suitable for bus routes or locations with HGV traffic flow. They create vibration and noise to adjacent properties and may increase air quality concerns. These require street lighting to be in place.



Speed Cushions

19. These are raised rectangular areas. There can be one, two or three, depending on the width of the road. Like humps they are most suitable for built up areas and need slowing features on approach. They do not slow speeds to the same extent as humps but do give emergency vehicles and buses a smoother ride. They can cause the same issues as road humps. These require street lighting to be in place.



Speed Tables

20. These are similar to road humps but longer and with a flattened top, sometimes used to give pedestrians a level crossing between footways. They can also be used throughout a junction. They are especially useful where there are a lot of pedestrians. If they are long enough, they provide a smoother ride for buses than humps. These require street lighting to be in place



Lane Width Restrictions

21. Narrowing lanes, using traffic islands and/or road markings can give the impression of a more confined road and may result in reduced speeds. If a road is narrowed special attention must be given to the needs of cyclists. Bollards and signs highlighting the presence of these features will need to be lit.



Gateways and Entry Points

22. Identified by road markings, build outs, coloured surfacing and/or signs indicating that the driver is entering an area where road conditions change, for example entering an urban area or a change of speed limit. Most effective for drivers that only use the road occasionally



Dragons Teeth or Rumble Strips

23. Often used as part of gateway schemes. Rumble strips are a change in the road surface which alert the driver by a change in the sound and feel of the car. Dragon's teeth provide a visual change and narrowing of the road. They are suitable for village entry points. Rumble strips generate noise and can therefore be unpopular with residents.

Closed Road

24. Closed roads provide the ultimate deterrent to rat running. They can prove unpopular with residents as they sometimes cause long diversions and increase traffic on other roads. Emergency access and the needs of services like refuse collection need to be considered.



Vehicle Activated Signs

25. These detect the speed of oncoming traffic using a radar device. If a set threshold is exceeded, a sign indicating a specific hazard or speed limit is triggered. They can be temporary or permanent. There is an ongoing power and maintenance requirement although solar power can be an option.



Road Width Restriction

26. Localised widening or construction of footway can narrow the road and slow traffic. This reduces crossing distance and improves visibility for pedestrians crossing the road. Positioned alternately they provide chicanes. Roads can be narrowed to such an extent that only single file traffic is allowed.

27. They can also be used to provide sheltered parking. Suitable for use in urban or rural locations, as initial slowing features and as part of gateway features. Single lane build outs are not suitable for roads with high traffic flows as they create congestion and can promote dangerous driving manoeuvres. Where a build out juts into the carriageway the bollards and signing indicating the presence of the build out will need to be lit.

Residential development design

28. Roads on new residential developments are (and have been for several decades now) built to constrain speeds by design. Although these roads would meet the Department for Transport criteria for a **20 mph speed limit**, it would be difficult to justify the investment required to make and signpost a legal Order which merely formalised existing driver behaviour and made no noticeable improvement.

29. Specifically the Council's Streetscape Design Guide pursued a maximum design speed for all residential roads of 20mph, which the developer can achieve by restricting straight lengths of carriageway to no more than 100m in length and where this cannot be achieved, through changes to surfacing materials at junctions, horizontal deflection involving the use of central refuges and on-street car parking provision and visual narrowing.



Major Projects

30. All major projects consider accidents and pursue measures to reduce occurrence of accidents. Traffic calming measures and low speeds relate particularly to urban public realm improvements.

Delivering improvements for walking and cycling

31. Projects which support the improvement of the highway environment for pedestrians and cyclists can be a further avenue to utilise 'traffic calming' measures to assist lowering speed.

Purpose of the Meeting

32. The Panel is asked to:

- Consider and comment on the update on traffic calming schemes
- Determine whether any further information or scrutiny on a particular topic is required.
- Agree any comments to highlight to the Cabinet Member

Specific Contact Points for this report

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Background Papers

In the opinion of the proper officer (in this case the Assistant Director for Legal and Governance) the following are the background papers relating to the subject matter of this report:

Agenda and Minutes of the Economy and Environment Overview and Scrutiny Panel – July 2019 [Agenda and Minutes](#)

[All agendas and minutes are available on the Council's website here.](#)